EXHIBIT A

	Page 1
IN THE UNITED STATES D FOR THE SOUTHERN DISTRI	
FIREMAN'S FUND INSURANCE COMPANY, ONE BEACON INSURANCE COMPANY, NATIONAL LIABILITY AND FIRE INSURANCE COMPANY and QBE MARINE & ENERGY SYNDICATE 1036, Plaintiffs, VS. GREAT AMERICAN INSURANCE COMPANY OF NEW YORK, MAX SPECIALTY INSURANCE COMPANY and SIGNAL INTERNATIONAL, LLC, Defendants. ***********************************	SITION OF LEVER
ORAL DEPOSITION OF RE witness at the instance of the sworn, was taken in the above-s on December 15, 2011, from 8:55 machine shorthand before MICHEL for the State of Texas, reporte LeBlanc Bland, 1717 St. James P Texas, pursuant to the Federal and the provisions stated in the hereto.	tyled and numbered cause a.m. to 12:54 p.m., by LE R. PROPPS, CSR, in and dat the offices of Place, Suite 360, Houston, Rules of Civil Procedure

ORAL DEPOSITION OF REESE LEVER ORAL DEPOSITION OF REESE LEVER Page 72 exactly what their response said, so I don't remember. 1 recommendations appear? 1 2 Q. Whatever response you got was in the file; is 2 A, 128. Where was the doubler plate? O. I'm sorry. I might have read from the wrong 3 that correct? 3 4 A. Yes. 4 report, I apologize, Strike that, 5 O. And isn't it also true you added this vessel 5 MR, ZACHARKOW: Objection. MR. NICOLETTI: What basis? I withdrew 6 as is, where is, as reflected on the survey, on the 6 the question. 7 promise that the insured would follow the 7 MR. ZACHARKOW: Wrong report, 8 recommendations? 8 9 MR. NICOLETTI: 1 withdrew the question. 9 A. Yes. 10 Q. Isn't it also true you never sent a surveyor 10 Q. (By Mr. Nicoletti) Now, one of the down to confirm the recommendations had been followed? recommendations is that, "Wastage holes in bulkheads 11 11 12 12 need to be addressed." Now, that was a condition noted. Isn't that true? 13 1.3 But I gather that was not of underwriting consideration A. That's correct. 14 Q. Isn't it also true you received no audio gauge 14 for you; is that correct? Because you didn't identify 15 reports on this vessel? 1.5 it going through. 16 A. That's correct. 16 A. It would have been. 17 Q. Isn't it also true you never received advice 17 Q. Now, it is. What did you do to follow up to determine whether or not the wastage hulls had been 1.8 that the audio gauging had, in fact, been done? 18 19 19 A. That, I don't remember. 20 Q. Again, if there's anything, it's in the file? 20 A. The follow-up we had was sending an e-mail 21 21 requesting the status of the recommendations in the 22 Q. Before we leave this survey, the second -- the 22 survey. 23 second item down on conditions, it says, "The vessel 23 Q. But again, you bound this risk -- you added 24 deck was sighted in good condition with doubler plates 24 this risk to the policy day one on the promise from the 25 scattered throughout the deck." Do you know what a 25 insured it would complete these recommendations; is that Sunbelt Reporting & Litigation Services Sunbelt Reporting & Litigation Services Housion Austin Bryan/College Station Corpus Christ Dallas/Fort Worth East Texas San Anionio Houston Austin BrywyColloga Station Corpus Civital Dallas/Fort Words East Texas San Antonio ORAL DEPOSITION OF REESE LEVER ORAL DEPOSITION OF REESE LEVER Page 73 Page 71 doubler plate is? correct? 1 1 2 2 A. Not off the top of my head. A. Yes. And as an accomodation to Signal, again, 3 Q. You were a deck officer, and you don't know 3 since we had been writing the business since 2004. 4 what a doubler plated is? No? Q. So I gather Signal's word to you was 4 5 sufficient for you to bind the risk --A. It's not coming back to me right now. 5 6 Q. Would it refresh your recollection that a 6 MR. ZACHARKOW: Objection. 7 doubler plate is a second sheet of steel placed over a Q. (By Mr. Nicoletti) -- for this vessel? 8 deck area where there's corrosion, rust or holing in the A. Yes. 9 Q. You trusted Signal's word; is that correct? deck? 9 10 10 You trusted Signal in its representations; is that A. Yes. 11 Q. Now, we have a common understanding of what a 11 correct? 12 doubler is. So the fact that it had doubler plates 12 13 13 scattered through the deck did not raise any concerns Q. Do you have any understanding why in this particular litigation that Great American is accusing 14 with you? 14 15 MR. ZACHARKOW: Objection. 1.5 Signal of deceptive practices? Any basis for that, 16 A. I'm not saying it did or it didn't. That's --16 based on your dealing with them? 17 Q. (By Mr. Nicoletti) Did it prevent you from --17 MR. ZACHARKOW: Objection. 18 18 did it prevent you from adding this vessel to the fleet A. On -- not on my -- I've never dealt directly policy for pollution liability? 19 with Signal, always through Willis, so --19 20 20 Q. (By Mr. Nicoletti) Willis is the agent of 21 Q. And isn't it true there was no recommendation 21 Signal, are they not? 22 to fix the deck, or make it a single -- to remove the 22 23 doublers and insert the steel? 23 Q. So anything Willis gave you comes from Signal; 24 I'd have to look back at the recommendations. 24 is that correct? A. Yes. 25 Q. Well, take a look. What page do the 25 Sunbelt Reporting & Litigation Services Sunbelt Reporting & Litigation Services

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- Q. Long ton. Now, again, based upon what you've told me in the past, the particular points of interest in the survey would be in the conditions and recommendations. Do you recall that?
 - A. Yes.

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- Q. Let's turn to the conditions and recommendations, the conditions starts at GA-161, and go through them all and advise me which of these would raise concerns in your underwriting analysis.
- A. The second condition, the last sentence, "This area of the drydock does show old extensive pitting."
 - Q. That relates to the hull, the pontoons?
- A. Yes, hull and wing walls of the drydock.
 - Q. Okay. Anything else on page -- on the following page, GA-162?
 - A. Then the fourth condition down on Page 162.
- 17 Q. Okay. Please read that.
 - A. The last sentence, "Heavy wastage was found on the overhead longitudinal angles and in way of the outboard, non-tight bulkhead with waste hulls located 6 to 8 feet above the bottom of the pontoon."
 - Q. Anything further?
- A. I mean, it does say, "heavy rust and scale," that would be -- in the same paragraph.
 - Q. Okay. Anything further going down?

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- 1 The aft end of the No. 2 port compartment was in 2 good" --
 - Q. The aft end --
 - A. Well, that was -- that says it was in good condition. So...
 - Q. Okay.
 - A. That's it for the conditions,
 - Q. Despite all of the conditions you noted as being a concern to you, you added this drydock to the Signal pollution policy, fleet policy, did you not?
 - A. Yes.
 - Q. Now, let's look at Recommendations. Which are the recommendations you would focus on as needing to be corrected in the future?
 - A. The main one would be, "All wasted and damaged structural members in way of the vessel's internals need to be addressed and repaired to make structurally sound."
 - Q. Despite this to be an ongoing recommendation, not yet completed, you added this vessel to Signal's fleet policy, did you not?
 - A. Yes.
 - Q. And the policy I'm referring is the Great American pollution policy; is that correct?
 - A. Vessel pollution policy. Yes.

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- A. The next condition, "Transverse bulkheads in Bay C were noted to have wastage and holed in the area of 6 to 8 fect above the bottom."
 - O. Anything further?
- A. The next one, "The No. 1 starboard compartment was consistent with the No. 1 port compartment with heavy rust and scale and overhead angles having heavy wastage."
 - Q. Anything further in Conditions?
- A. The next one, "Reportedly there is side shell damage in Bay C and horizontal stiffener is wasted."
- Q. You would not have taken note of the fact that they were unable to inspect the starboard compartment because of 2 to 3 feet of water in the bottoms?
- A. Well, yes. I was saying that was probably because reportedly there was side shell damage and the horizontal stiffener was wasted. I think that's what they were saying.
 - Q. Anything else?
- A. The next condition as well, "The forward end of the No. 2 port compartment showed signs of heavy rust and scale, and bottom longitudinal is wasted in way of the flanges. Forward bulkhead vertical stiffeners wasted in way of the flanges. Deck transverse channels showed signs of wastage along with the bottom chords.

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- Q. Right. Did you at any time follow up to ensure that these recommendations were completely followed -- completely fulfilled?
 - A. We did follow up, yes.
- Q. When you followed up, did you ever confirm the recommendation was complied with that all structural internals were renewed and replaced?
- A. I don't remember the exact responses to our follow-ups. But it was -- we were definitely told they were being worked on. I don't know if it was totally -- all the recommendations had been complied with yet or not.
- Q. So you relied upon Signal's representation that these recommendations would be completed sometime in the future?
 - A. Yes
- Q. Did you ever tell Signal how long they had to fulfill these recommendations or comply with the recommendations?
 - A. Not that I remember.
- Q. In other words, you never threatened to take this vessel off the schedule if it took them a couple of years to complete those recommendations, did you?
 - A. No.
 - Q. In fact, you would have left the vessel on as

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long as they were showing some good faith progress in correcting the vessel; isn't that correct?

A. More than likely. Like I say, that's situational. I mean, it just depends.

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Q. I'm going to apologize to you, Mr. Lever, even though it's really your counsel's fault. I have no copies of the 2011 -- or do we have copies of it? We don't have copies of the 2011 file, so --

MR. GUY: It's the one we got this morning.

MR. NICOLETTI: Yes. That's why I was burning George.

MR. ZACHARKOW: You asked for it yesterday afternoon, we got it to you today.

MR. GUY: Here's mine. (Handing)

MR. NICOLETTI: I thought it was part of my underlying request. Anyway, let me have the entire document marked, this way -- because there are not Bates numbers on it.

MR, ZACHARKOW: No. And as we discussed, it was --

MR. NICOLETTI: No, I understand.

23 MR. ZACHARKOW: Let me just make it clear 24 on the record. It came up yesterday at Ms. Stringer's 25 deposition that you wanted it. We arranged to get it

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documents that --

MR, NICOLETTI: Documents that were removed for privilege.

- A. To my knowledge, I pointed through and printed out everything yesterday, so it should all be there.
- Q. (By Mr. Nicoletti) Okay. Good. Now, can you turn to that section of the file which, in your understanding, represents the communications on the renewal?
 - A. That would be towards the back.
- Q. I think it might start with this document. (Indicating)
- A. All right. I think we're on the same document.
- Q. Since there are no Bates numbers, can you identify the document you've turned to by the title?
- 17 A. The Great American Insurance Company of New 18 York Vessel Pollution Liability Application.
- 19 Q. And this was for the Signal account?
 - A. Yes.
- 21 Q. And this was for the 2011 to 2012 policy year?
 - A. Yes.
 - Q. Is this the same basic application form that's been used for the 2009, 2010, and now the 2011 renewal of the Signal pollution liability policy?

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overnight, we've brought it here and provided it to you. It's not Bates stamped. We will provide a Bates stamped copy as well as --

MR. NICOLETTI: Privileged log to be --MR. ZACHARKOW: -- a supplement to our privileged log to cover certain -- a handful of documents that were removed,

MR, NICOLETTI: Let's have this compilation of documents, which has been represented to us as being the underwriting file for the renewal of the Signal pollution liability policy for the year January 2011 through January 2012, marked.

(Exhibit No. 257 marked.)

- Q. (By Mr. Nicoletti) Mr. Lever, I'm going to hand you what we've marked as Exhibit 257. It was represented to us as being your underwriting file. Arc you familiar with that file?
- Q. Is it one of your files that you actually are responsible for?
 - A. Yes.
- Q. Can you go through it, take as much time as you need, to let me know if that's the complete underwriting file?
 - MR. ZACHARKOW: With the exception of the

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- A. Yes, it looks like it.
- 1 2 Q. And again, on this policy, it shows that the
 - P&I is through an MGL, including watercraft endorsement?
 - A. Yes.
 - Q. Who is AIHC?
 - A. I think that's saying that that's the form
- they're using for the hull form, American Institute Hull 8 Clauses.
- Q. Okay. Do you know who the underwriter is this g year, for 2011, on the MGL? 10
 - A. Well, it says, "One Beacon" above it,
- 12 Q. Well, that says, "Current Hull/P&I Carrier" is
 - "Allianz/One Beacon"; is that correct?
- 15 Q. And then it says, "Current hull/P&I Form,"
- 16 it's your understanding that Allianz and One Beacon are 17 on the MGL?
- 18
- 19 Q. Again, the application form does not request any information on the condition of any vessel to be 20
- 21 insured under the pollution policy, does it?
- Q. Now, the next series of documents in the file 23
- appears to be the declaration page for the policy that 24 was issued for 2011-2012?

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MR. NICOLETTI: Well, I agree. If I have it in the file, that's fine. I'm looking for things that are not in the file. I leave that to you gentlemen to figure out how you get that information to me.

Again, I need a list of my requests at the end of the transcript.

- Q. (By Mr. Nicoletti) Let me direct your attention to an e-mail from yourself to Mr. Vernon dated Tuesday, January 11th, 2011. Do you see that in front of you?
 - A. Ycs.
 - Q. Let's have that marked as Exhibit 267. (Exhibit No. 267 marked.)
- Q. At the bottom is Mr. Ewing's e-mail to you dated January 5th, 2011, saying, "Attached please find the renewal submission for the pollution for Signal." You see that?
- 19 A, Yes.
 - Q. And the top e-mail on that same page is your response attaching your renewal quotation.
 - A. Yes.

MR. ZACHARKOW: Is that what 267 was? MR. NICOLETTI: Yeah.

Q. (By Mr. Nicoletti) Now, your c-mail to Mr.

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despite the pending lawsuit?

MR. ZACHARKOW: Objection.

- Q. (By Mr. Nicoletti) You can answer.
- A. No, I don't know.
- Q. Okay. Now, let's go to the next document, which looks like a -- a reprint of your renewal quotation. Do you see that?
 - A. Yes.
- Q. Are these your handwritten notes whereby you're trying to calculate the premium?
- 11 A. Those are Steve Weber's notes.
 - Q. Oh, these are Weber's notes. Okay. Does this indicate to you that Mr. Weber was reviewing for purposes of approving your work on this account?
 - A, Yes,
 - Q. Did you have authority to write this account without Mr. Weber approving it?
 - A. I don't know if this one fell within my authority or not, but he wanted to approve this one.
 - Q. Do you know why Mr. Weber wanted to approve this particular quote? Did he tell you?
 - A. No, he did not.
 - Q. We have a rule when a person's name is mentioned more than three times, he's the next witness on the list.

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- Ewing references the renewal quotation. Is thatExhibit 266?
 - A. Yes.
 - Q. You also say, "I've also attached our current valued loss run for your review."
 - A. Yes.
- Q. What is that? What document is that? Have we seen it?
 - A. We have not seen it, no.
 - Q. Okay. Then it says, "Please note that due to current open claim, we will not be able to offer a reduction on the renewal." What open claim are you referring to?
 - A. This one. (Indicating)
 - Q. Okay. All along, I've been told by you and Ms. Stringer there was no claim, but I gather this now tells me you have an open claim on this file, on this account.
 - A. Well, what I've been told is there's been no claim submitted, but we have an open claim number for this -- this.
 - Q. Who told you that no claim was submitted?
- 23 A. Julia Price.
 - Q. And do you know the basis of Ms. Price's statement that there's no open claim on this file.

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MR. ZACHARKOW: That's your rule, not ours. Your name's been mentioned a lot in these depositions, Mr. Nicoletti.

MR. NICOLETTI: You can take my deposition anytime. I'm certain it's not going to help you. Can you please mark that as the next exhibit, which I think is Exhibit 268?

(Exhibit No. 268 marked.)

MR. ZACHARKOW: Where did 268 start?

MR. NICOLETTI: These two pages.
(Indicating)

MR. ZACHARKOW: Thank you.

- Q. (By Mr. Nicoletti) Now, you've identified the printing as Mr. Weber's; is that correct?
 - A. Yes.
- Q. Is there any information on here, other than suggested pricing changes for the premium?
 - A. The addition of a removal of wreck exclusion.
- Q. Where do you see that? Ah. Is that the first time that that was placed in the policy? It says,
- "Removal of waiver exclusion," doesn't it, not "wreck"?

 A. I'm not going to interpret his handwriting.
- Q. He's got an arrow going to a line. What does the printed line state?
 - A. We should be able to see that on the

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was material to you in underwriting this - or renewing the underwriting of this pollution policy.

- A. Yes. For renewing this policy, yes.
- Q. Now, Mr. Nicoletti showed you earlier a series of underwriting guidelines, pollution guidelines, I think they were called. And there are a total of four editions. Do you recall that?
 - A. Yes.

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- Q. Here it is somewhere. Here they are. Okay. Edition No. I was marked as Exhibit 241. That's dated December 31st, '98.
 - A. Yes.
- Q. Edition No. 2, that's Exhibit 245 -- sorry. I'm sorry. We don't have Exhibit 243, but it's dated January 1st, 2005. And that was Exhibit 243.
 - A. Okay.
- Q. Then we have Edition 3, what's called again -and it's dated January 1st, 2007. Okay. And that was
 Exhibit 245. And I'm not entirely clear from your
 earlier testimony which of these you relied on, if any,
 when renewing the Signal account for 2009 in late 2008,
 early 2009.
- A. If there would have been, it would have been version one, because when I got to Great American, I would have just copied whatever Cindy Stringer had. And

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question or a statement?

Q. (By Mr. Guy) Is that correct?

MR. NICOLETTI: Do you agree with that?

If that is Ms. Stringer's testimony, do you agree with it?

MR. ZACHARKOW: Objection.

MR. NICOLETTI: You can ask it that way.

You can answer.

- A. What I would say is if -- if there is current hull insurance, we would expect that they had done their due diligence to -- and that the vessels are good to be covered.
- Q. (By Mr. Guy) Okay. Same thing with P&l insurance.
- A. Yes.
- Q. Ms. Stringer's testimony was that if there is P&I insurance in place, then, again, to use your words just now, you would expect they had done their due diligence when considering this as a pollution risk. Would you agree with that?
- A. Yes.
- Q₊ In this particular case, the AFDB-5 drydock that's the subject of this litigation is not insured on a hull policy. Did you know that?
 - A. I truthfully -- I didn't remember that until

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- I think -- I'm pretty sure that's the one she had.
 - Q. This is the 1998 one?
- A. Yes.
 - O. You hadn't seen the 2005 or 2007 versions?
- A. Not that I remember, no. And I don't -truthfully, I don't even remember if I looked at the guidelines for the renewal.
 - Q. Okay. Ms. Stringer testified -- and if counsel objects to my -- how I describe her testimony, we'll see if we can work it out so that we're happy -- that one of the important things from a pollution underwriter's point of view was that this was an acceptable -- the vessels being insured were acceptable to a hull insurer. You're nodding your head. If you can say yes or no. Would you agree with that?
- A. I think, as I stated earlier to Mr. Nicoletti, the way I interpreted it is that would have to be an acceptable risk for us as a hull underwriter, for Great American, yes. So similar to what you're saying, yes.
- Q. Okay. But as I understood Ms. Stringer's testimony, she was saying if there was existing hull insurance that satisfied hull underwriters, the fact that there was such underwriters in and of the itself would be satisfactory to Great American.
 - MR. ZACHARKOW: Objection. Is that a

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we just went through that, to tell you the truth.

- Q. In fact, it's insured on an inland property, non-marine policy. Did you know that?
 - A. Yes, I knew that.
- Q. And Ms. Stringer's testimony, when I asked her if that made any difference that it was on a property policy rather than a hull policy, was that that would make no difference as long as there was that coverage for physical damage. Would you agree with that?

MR, ZACHARKOW: Objection, You can answer.

- A. Yes, because I remember looking back at the app., that it said that -- the AIHC, which would be the American Institute of Hull Clauses.
- Q. (By Mr. Guy) The point being a hull -- marine hull policy or a land based property policy, as long as the coverage is there for physical damage, you assume that those underwriters had done their due diligence. Correct?
 - A. Yes.
- Q. Similarly, you understand that there's no P&I policy, as such, in place for this risk? You understand that?
 - A. Yes
 - Q. And instead, there's a marine general

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- A. Yes,
- Q. Who's represented by -- primary and excess is represented by Mr. Nicoletti here. Again, is that satisfactory to you as a pollution underwriter?
 - A. Yes.
- Q. If we look at the later versions of the underwriting criteria -- and it doesn't matter if we look at Exhibit 243, which is the 2005 edition, or if we look at Exhibit 245, which is the 2007 edition. Both of them taking, insofar as the questions I'm going to ask you, the relevant -- the same words under underwriting criteria. Okay?
 - A. Okay.
- Q. Both of them say, "Vessels must be acceptable as hull risks." Do you believe that in the renewal of this risk in 2008, 2009 year -- policy year that the property insurance was in place on the AFDB-5 and the hull insurance that was in place on the other vessels in the schedule indicated to you that that criteria had been fulfilled?
 - A. Yes.

MR, NICOLETTI: You misspoke. You said 2008, and it's the 2009-2010 policy.

MR. GUY: Correct. I was talking about

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- there are a number of vessels on the schedule that was attached to the exhibit I showed you earlier that are more than 25 years old.
 - A. Yes.
- Q. And includes the AFDB-5.
 - A. Yes.
- Q. Are you aware -- at any time prior to the Bender surveys that Mr. Nicoletti showed to you, are you 9 aware of any time that Great American, on the pollution policy, requested surveys from Signal International on 1.0 any of the vessels on that schedule, or any other piece 11 12 of marine property?
 - A. Not that I'm aware of. But I was only there about six months before this renewal.
- Q. Fair enough. Have you ever checked the file 15 to see if there were such surveys? 16
 - A. I've checked the survey section and did not see any other surveys.
- 19 Q. Would you agree with me that as a -- an 20 existing underwriter, for that matter, one seeking renewal of an existing policy in 2008 for 2009 year, you 21 22 would be perfectly entitled to ask for surveys on any of 23 the property that was part of the proposed schedule?
 - A. Yes, you'd be entitled to ask that.
 - Q. Okay. I believe that you testified earlier

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the time of the renewal --1

MR. NICOLETTI: Right.

MR. GUY: -- 2008. But it's --

- Q. (By Mr. Guy) He's correct. It's 2009 policy. So that underwriting criteria, even though you didn't have these pollution policy guidelines, was being fulfilled. Correct?
 - A. Yes.
- Q. The other thing that's said on the application from 2007, and this is different -- yeah, from Exhibit 245, it's not in the 2005 Exhibit 243, is that applications containing vessels over 25 years old should be accompanied by a recent survey. Do you recall that? You can see it again if you like.
- A. Yes, I recall seeing that on the exhibit.
- Q. Mr. Nicoletti asked you a series of questions about that. Do you recall that?
 - A. Yes.
- Q. And I think I understood your answer to be -and please correct me if I'm wrong -- that your practice was not to do that for existing accounts where you were just renewing them.
 - A. That's correct.
 - Q. Are you aware of -- and we've agreed already

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- 1 that you may have done that with some of the Bender 2 assets and there may not have been surveys on them; is 3 that correct?
 - A. Yes.
 - Q. Going back to the 2009 renewal, at no time did you request any surveys on them.
 - A. No, nothing. Yeah. No.
 - Q. If you were to have requested a survey, would you want the most recent survey on any particular marine asset or vessel?

MR. ZACHARKOW: Objection. You can answer.

- A. Yes, we'd want the most recent survey.
- Q. (By Mr. Guy) And you would always make these approaches to the broker, who would then pass it on to the insured: is that correct?
 - A. Yes.
- Q. In this case, that would be Willis and then Signal?
 - A. Yes.
- O. Okay. If you did ask Willis for a survey on any particular piece of property or vessel on the schedule, and they responded, we've got surveys going back a decade on this, would you want all those surveys or just the most recent?

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- A. I'd want to see all of them, to tell you the 2. truth. I'd want as much information as I could get on 3 the vessel.
 - Q. Did you ever ask that?
 - A. I never asked for all the surveys.
- 6 Q. You never asked for any surveys. Right?
- 7 A. Yeah, Besides the Bender,
 - Q. Right.

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- A. I asked for those surveys.
- Q. Do you believe that, even without asking, the insured should provide those -- all surveys on all 27 pieces of marine property, even without you asking?
- 13 MR. ZACHARKOW: Objection. You may 14 answer.
- 15 A. No, I don't believe they should provide all 16 the surveys. But I do believe if there's any vessels 17 that aren't, I guess, up to spec, that they should let us know what they're doing to get these vessels back up 18
- 19 and operational, I guess. 20 Q. (By Mr. Guy) How does the insured know that?
 - You don't communicate with Signal directly. Correct? A. No, I do not.
- 22 23 Q. Did you ever tell Willis if there are any
- 24 vessels that aren't up to spec, Signal should provide us 25 with a survey?

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- Q. (By Mr. Guy) Right. But how would you make that request?
- 3 A. I would send an e-mail to Willis requesting 4 C&V surveys.
 - Q. Okay. Now, we've already established that you didn't do that.
 - A. Yes.
- 8 Q. Do you have any reason to believe that if you 9 had done that, Signal would not have provided everything 10 that you requested that was in their possession to 11 Willis to be passed on to you?
 - A. I don't have any reason to believe that.
- 13 Q. Have you ever spoken to anybody at Signal?
 - A. No.
- 15 Q. Do you know who Dick Marler is?
 - A. No.
- 17 Q. Do you know who Chris Cunningham is?
 - A. No.
- 19 Q. Do you know who Lisa Spears is?
 - A. No.
- 21 Q. Okay. With regard to Willis, do you know who 22 John Bullock is?
- 23 A. I -- I don't know for sure, but I think I've 24 met John. Yes. He's the producer on the account.
 - Q. You think you might have met him socially or

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- A. No, I did not.
- Q. How would the insured know that that is what you expect?
 - MR. ZACHARKOW: Objection, Go ahead.
- A. I think it's -- I would say it's common sense that you would give an accurate picture of what state your vessels are in.
- Q. (By Mr, Guy) So why would you provide all surveys going back ten years, rather than just the most recent one?
- 11 A. To see what kind of work has been done in the 12 last ten years, how their maintenance program might 1.3
- Q. There's 27 pieces of marine equipment in this 14 15 schedule. Right?
 - A. Yes.
 - Q. Some of them are quite old.
- 1.8 A. Yes.
- 19 Q. You'd like every survey going back to when 20 they were built? Is that really correct?
- 2.1 MR. ZACHARKOW: Just for point of 22 reference, you're talking about for the '9-'10 renewal? 23 MR, GUY: Yes.
- 24 A. If I requested surveys, I'd want as much 25 information as I could get, yes.

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- at an industry function?
- A. I've been to their office on a marketing trip
- 3 before. I was meeting with Vernon, but I think he
 - introduced me to John.
 - Q. Okay. So you met with Vernon, you may have
- 6 met with John Bullock. Have you met John Baker? Do you
- know who that is? 8
 - A. Not that I know of.
 - Q. Do you know who Joyce Johnson is?
- 10 A. Yes.
- 11 O. Who's Joyce Johnson?
- 12 A. She's, I would say, like the lead CSR on the
- 13 account working for Vernon.
- Q. Fair enough. Other than what was included in
- 15 the -- the exhibit we looked at, I forget the number.
- 16 This one. (Indicating)
 - A. Same one? 251?
- 18 Q. 251. Other than Exhibit 251, were any other
- 1.9 representations made to you with regard to placing the
- 20 Signal pollution policy for 2009-2010 year? 21
 - A. Not that I remember, no.
- 22 Q. Okay. If we go to another exhibit that was
- 23 introduced earlier,
- 24 MR. NICOLETTI: What are you looking for? 25 MR. GUY: His response with the quote.

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- were made to you or Ms. Stringer; is that correct? 2
 - A. Yes.

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- Q. And no representations at any time have been made to you by Signal International itself; is that correct?
 - A. That's correct.
- Q. Any representations made to you with regard to this account, when it comes to placing of the insurance or its renewal, have been made through Willis; is that correct?
 - A. Yes.
- Q. I asked you earlier if you were aware of anything that Willis has said to you, the only party that communicated to you about this account, that was untrue.
 - A. (Nods affirmatively.)
- Q. Are you aware of anything Willis has said to you in the placing of this account, particularly the renewal in 2009 that was untrue?
 - A. No.
- 21 Q. Are you aware of them misrepresenting 22 anything?
- 23 MR. ZACHARKOW: Objection. You may 24 answer.
 - A. No, not on the information we requested.

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condition, and the next year is fair to good condition, that's not material to the risk, is it?

MR. ZACHARKOW: Objection.

- A. It's -- I mean, if they're doing repairs on a vessel, it's something -- if they're major repairs, it's something we'd want to know about.
- Q. (By Mr. Guy) How does the insured know that if they are doing, to you use your words, major repairs on the vessel, they should tell you through your broker?
- A. I would say if you're doing major repairs on a vessel, I think it's common sense you'd want to let your insurers know that you're repairing these vessels, trying to make them better.
 - Q. Where does it say that in the policy?
- 15 A. It doesn't.
 - Q. Okay. My question again, how should the insured know?
 - A. As I said, I think it's common sense that you'd want to let your insurers know that you're -you're repairing -- if there are major repairs to be done, that you're doing the major repairs.
 - Q. Okay, Great American has had this account since 2004, 2005. Correct?
 - A. Yes.
 - Q. We've had the files produced for all of those

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- Q. (By Mr. Guy) Okay, And have you -- you mentioned that -- I asked you earlier if you had come to learn of anything that they did not disclose to you that you believe that they should have disclosed to you. I'd like you to listen to my question carefully. Okay? Can you point to any specific document that would fall into that category of something that they did not tell you, but you believed that they should have done because it was material to the risk?
- A. I don't -- I don't remember what state the most recent surveys said the vessel was in that I saw, so I don't -- I don't know,
- Q. If the most recent survey said the condition of the vessel was fair to -- the condition of the AFDB-5 was fair to good condition, that wouldn't be material to the risk, would it?

MR, ZACHARKOW; Objection. MR. NICOLETTI: You can answer.

- A. To me, it would depend on what we went through carlier on the surveys, the conditions and any recommendations, how major or minor those were.
- Q. (By Mr. Guy) Well, if the two previous surveyors -- the two previous surveys from the same company, okay, if they both describe the condition as fair condition one year, the next year was fair

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- years. And at no time has any such request for any surveys, nor details of any repairs, be they major or 3 minor, of any of the assets been requested. Do you 4 agree with that? 5
 - A. Yes. Besides Bender, yes.
 - Q. Aside from Bender in 2010, which was a new acquisition.
 - A. Yes.
 - Q. All right. So my question again, given that history, how is the insured to know what it is that they're meant to provide to the underwriter with regard to repairs, and what action they're doing, especially when the most recent survey does not -- does not reveal any increased risk as a result of a poor condition on a vessel?

MR. ZACHARKOW: Objection.

- A. I think it goes back to the duty of utmost good faith. If there are vessels that have problems, the underwriter should be aware of it.
- Q. (By Mr. Guy) Do you have any evidence that Signal was aware of serious problems with any of its assets that it did not tell you about?
 - A. Yes, in some of these surveys.
- 24 Q. Which survey?
 - A. The one from the ABS.

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- nature to reflect a cancellation of the coverage for theAFDB-5 as of January 30th, 2010?
 - A. The way this should have worked would not have been included on the renewal quotation.
 - Q. But this letter says the policy was cancelled, does it not?
 - A. Well, that policy had expired.
 - Q. With regard -- isn't it also correct to get back the certificates of financial responsibility, you have to show evidence to the Coast Guard that the policy on that vessel was canceled?
 - A. Well, the renewal policy wouldn't have included that vessel. Is that correct?
- Q. Well, the second sentence of Mr. -- can you identify Captain Ed Wilmot's signature?
 - A. Yes.

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- Q. Is that his signature on this document?
 - A. I would assume so, yes.
- Q. And doesn't this document on its face, which was from Great American to Signal, say, number one,
- Great American is canceling the pollution policy as of January 30th with regard to the AFDB-5? Isn't that what
- 23 the document states?
 - A. It says it was canceled on January 30th, yes.
 - Q. Right. And the next line is -- from Captain

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- Q. And the second page is the actual Certificate of Financial Responsibility?
- A. That is our -- that's a certificate -- that's our COFR guaranty, that's not the actual guaranty. Yes, MR, NICOLETTI: I have no further

questions.

MR, ZACHARKOW: Give me five minutes to run to the restroom.

MR. GUY: Mr. Krauss, have you got anything?

MR. KRAUSS: No questions.

MR, ZACHARKOW: Just a few questions, CROSS EXAMINATION

QUESTIONS BY MR. GEORGE R. ZACHARKOW:

- Q. Mr. Lever, you were asked by Mr. Guy about survey reports performed by the Dufour, Laskay firm.
- A. Yes.
 - Q. Right? And you're familiar with that firm?
- A. Yes.
- Q. Now, if the surveyor for Dufour, Laskay had indicated in one of their survey reports that all of the pontoons should be separately removed and drydocked for inspection of the bottom plating and repairs, is that something -- is that the type of information that would be significant to an underwriter?

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- Ed is he's going to cancel the outstanding COFRguaranty.
 - A. Yes, that's what he says.
 - Q. And that COFR guaranty will continue for 30 days beyond the cancellation of the policy; isn't that true?
 - A. That's what the letter says, yes.
 - Q. Do you have any reason to disagree with what Captain Ed is saying here?
 - A_n I think -- well, I would use "expired" instead of "canceled," But besides that, no.

MR. NICOLETTI: Let's mark this next document as Lever Exhibit 276. It's a two page document bearing production number GA-277 and 282.

(Exhibit No. 276 marked.)

- Q. (By Mr. Nicoletti) Can you identify Exhibit 276, please?
- A. It's a letter to our COFR -- or an e-mail to our COFR person, Linda Bell in New York, to cancel the guaranty for the AFDB-5, from me to Linda dated February 22nd, 2010.
- Q. And in this case, you're using the word "cancel" and not "expired." Correct?
 - A. Well, since the policy is expired, we'll cancel the guaranty, yes.

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MR. NICOLETTI: Objection as to form. MR. GUY: Object as to form.

THE WITNESS: Do I answer?

MR. NICOLETTI: You can answer.

A. Yes. As I said, if it was something major

- like that, that's something we'd want to be aware of.

 Q. (By Mr. Zacharkow) And is that something that you would follow up with as you were referencing the Bender surveys?
 - A. Yes.
- Q. And if, in fact, the -- the same Dufour surveyor provided a time frame when the pontoons should be individually drydocked, inspected, and repaired, is that something that you would wish to be informed of as an underwriter?
- A. Yes
 - Q. And what -- why would you want to know that?
- A. Well, again, we'd want to know about the major repairs, and if they're being done.
- Q. If Signal had to have staff attending to the drydock 24 hours, seven days a week in order to monitor the inflow of water and pump it out, is that the type of information you'd like to know as an underwriter?

MR. GUY: Object to the form.

MR. NICOLETTI: Lack of foundation, Lack

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of competence, really. MR. ZACHARKOW: I'm sorry. Lack of what? MR. NICOLETTI: Competence. Q. (By Mr. Zacharkow) You may answer. A. Yeah. If that's something irregular for this type of drydock, that's something we'd want to know if they have to do that. Q. If someone had inspected the drydock and stated that the the decking for all of the pontoons needed replacement, is that the type of information you'd like to know as an underwriter? MR. GUY: Object to form. No foundation. A. Yeah. Again, if it's a major repair, we want to know if the vessel needs major repair. Q. (By Mr. Zacharkow) Are you aware of whether Dufour, Laskay are experts in drydocks, inspecting drydocks? A. I'm not aware if that's their expertise or not. Q. No further questions. Thank you. MR. NICOLETTI: I've got a couple of follow-ups. FURTHER DIRECT EXAMINATION QUESTIONS BY MR. NICOLETTI: Q. Now, based upon your practice in dealing with	1 DOCUMENT REQUESTS 2 PAGE LINE 3 Document Request No. 1 23 6 Document Request No. 2 24 10 4 Document Request No. 3 25 1 Document Request No. 4 89 24 5 Document Request No. 5 101 17 Document Request No. 6 102 7 6 Document Request No. 7 112 3 Document Request No. 8 112 19 7 Document Request No. 9 113 24 Document Request No. 10 114 15 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25
Sunbelt Reporting & Litigation Services Houston August Bryan/College Stadon Corpus Christ Dallaufort/Worth East Teores San Amento	Sunbelt Reporting & Litigation Services PK-CEPSION ALBERT BRYSHIV-DURBER EBBRICH COURSES CARRIEL DIRECTOR CONTROL CONT
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the Bender surveys A. Uh-huh. Q had Signal disclosed the alleged conditions that Mr that Mr. Zacharkow just gave to you in those questions, isn't it true you still would have written the you still would have insured the drydock, but elicited a promise from Signal that it would do those repairs? A. If it was MR. ZACHARKOW: Objection. A. If it was this renewal? Q. (By Mr. Nicoletti) Yes, A. Yes, that's probably true. Q. And if it was 2009, it would be the same thing. Had they disclosed all the information, you still would have added the kept, not even added, continued to insure the drydock on the representation that they were going to do the repairs; isn't that true? A. Yes. MR. NICOLETTI: I have no further questions. I think we're done.	1 CHANGES AND SIGNATURE 2 WITNESS NAME: DATE OF DEPOSITION: 3 REESE LEVER DECEMBER 15, 2011 4 PAGE LINE CHANGE REASON 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 1, REESE LEVER, have read the foregoing deposition and hereby affix my signature that same is true and correct, except as noted herein.